

Mr. President, I see nobody else seeking recognition, so I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. ROBB. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

WASHINGTON NATIONAL AIRPORT

Mr. ROBB. Mr. President, I rise today to note my opposition to the effort to overshadow the name of our first President, which graces the airport that serves as the gateway to the city bearing his name.

Washington National Airport is located in the Commonwealth of Virginia, the birthplace of George Washington. It lies adjacent to the city of Alexandria, the hometown of George Washington.

The people of Alexandria are proud to live in George Washington's city and have asked this Congress not to displace Washington's name on the airport.

In fact, the original airport terminal, whose facade reflects the design of Mount Vernon's portico, was preserved when the airport was recently renovated.

The people of Arlington County, the local municipality that surrounds Washington National Airport, have expressed their strong opposition as well.

The Greater Washington Board of Trade, as well as local businesses that would be harmed by this bill, oppose the legislation that has been offered.

In 1986, Mr. President, legislation was approved by the U.S. Congress transferring the operation of Washington National Airport from the Federal Government to the Metropolitan Airports Authority.

The Airports Authority is a non-federal entity established by interstate compact between the District of Columbia and the Commonwealth of Virginia.

President Ronald Reagan, who championed State and local control, rather than Federal control, whenever and wherever it was appropriate, was the President who signed that legislation.

Former Virginia Governor Linwood Holton, a Republican and the chairman of the Airports Authority, said, "Unilateral action by the Congress to take the drastic action of changing the name of the airport is inconsistent with both the spirit and the intent of the transfer."

It is highly ironic that this Congress is attempting to impose its Federal will on local governments, a State/local airports authority, and the local business community, in the name of Ronald Reagan, whose career and legacy centers on his deep commitment to limiting the reach of the Federal Government.

Mr. President, creating a controversy that is contrary to his legacy does not honor Ronald Reagan.

Like the vast majority of Americans, I have long admired President Reagan's personal courage, his strong convictions, his infectious spirit, and his leadership of our Nation and the international community.

There are many appropriate ways to honor the name and the legacy of this great American.

On May 5, we will dedicate the Ronald Reagan Building and International Trade Center in downtown Washington. It is the largest Federal building ever built in Washington, DC. Among all Federal buildings throughout the entire Nation, only the Pentagon is larger.

In addition, Congress has appropriately named the next aircraft carrier after President Reagan in a resolution I heartily supported and was pleased to cosponsor.

The U.S.S. *Ronald Reagan* will be a magnificent and, indeed, a fitting tribute to a Commander in Chief who stood for U.S. military strength throughout our world.

There will undoubtedly be many more opportunities to honor Ronald Reagan and his legacy—and, indeed, jurisdictions where it might be particularly appropriate, such as California or Illinois, might choose to put his name on an airport.

But overshadowing the name of our first President, ignoring the expressed views of local governments and their people, as well as the local business community, interfering in operations of an airport, that because of a bill signed by Ronald Reagan is no longer truly Federal, is not the way to do it.

Mr. President, in summary, there are many appropriate ways to honor the name and the legacy of Ronald Reagan. Renaming Washington National Airport is not one of them.

So I ask my colleagues to oppose this legislation, not out of disrespect for the man, but as a symbol of respect for the principles for which he has lived. It may be that after appropriate consultation with the local jurisdictions directly involved, and indeed with the President and particularly Mrs. Reagan, whose views on this particular matter have not been publicly ascertained, that some action regarding Washington National Airport would be in order. But to move forward without that consideration would detract from the honor intended, as well as the very appropriate and fitting ceremonies planned for May 5.

TIME TO TACKLE UNFAIR TAXES

Mr. KYL. Mr. President, there are a lot of things wrong with our nation's Tax Code, but two things in the code that have always struck me as particularly egregious are the steep taxes imposed on people when they get married and when they die. While it will probably take some time to build the kind

of public consensus that will be necessary to overhaul the Tax Code in its entirety, there is broad public support for us to do something in the short term about these taxes—the notorious marriage penalty and the death tax—and in the process take two meaningful steps closer to a tax system that is simpler and more fair.

Mr. President, what rationale can there possibly be for imposing a marriage penalty? All of us say we are concerned that families do not have enough to make ends meet—that they do not have enough to pay for child care, college, or to buy their own homes. Yet we tolerate a system that overtaxes families. According to Tax Foundation estimates, the average American family pays almost 40 percent of its income in taxes to federal, state, and local governments. To put it another way, in families where both parents work, one of the parents is nearly working full time just to pay the family's tax bill. It is no wonder, then, that parents do not have enough to make ends meet when government is taking that much. It is just not right.

The marriage penalty alone is estimated to cost the average couple an extra \$1,400 a year. About 21 million American couples are affected, and the cost is particularly high for the working poor. Two-earner families making less than \$20,000 often must devote a full eight percent of their income to pay the marriage penalty. The highest percentage of couples hit by the marriage penalty earns between \$20,000 and \$30,000 per year.

Think what these families could do with an extra \$1,400 in their pockets. They could pay for three to four months of day care if they choose to send a child outside the home—or make it easier for one parent to stay at home to take care of the children, if that is what they decide is best for them. They could make four to five payments on their car or minivan. They could pay their utility bill for nine months.

A constituent of mine from Tucson, Arizona put it this way: "We need your help as young married middle class Americans to plan our family's future. We need help to plan our retirement, our children's education, our dignity. Please help get rid of the marriage tax."

Mr. President, this constituent is simply asking that a young family be able to keep more of what it earns. Taxing marriage is wrong. It is bad social policy and bad economic policy. We ought to do away with it this year. And with that in mind, I have joined Senators FAIRCLOTH and HUTCHISON and 35 of our colleagues who have cosponsored S. 1285, the Marriage Tax Elimination Act. A similar bill on the House side, H.R. 2456, has 233 cosponsors. Given the broad support the initiative enjoys in both chambers—and around the country—I think we stand a good chance of getting this done this year. We should.